

CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION REPORT

CD NO.

COUNTRY USSR/Poland

DATE DISTR. 3 JAN 1952

SUBJECT List of Certain Polish Foundries which Produce for the USSR.

NO. OF PAGES 2

PLACE ACQUIRED

NO. OF ENCLS.
(LISTED BELOW)

DATE ACQUIRED

SUPPLEMENT TO REPORT NO. 50X1-HUM

DATE OF

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the kind and extent of Polish exports to the USSR are carefully hidden from the Polish public. In developing a huge propaganda campaign about the progress of heavy industry, the Communists in Poland say nothing about the real aim of this industry which is to work chiefly to satisfy Soviet military needs.

3. "Below are a few examples of Polish industries producing for the USSR:

(a) The Baildon foundry in Katowice sends to the USSR all its mass production of steel sheets. Half-finished rifle and pistol barrels are also made in this foundry.

(b) The Batory foundry in Chorzow is producing armored plates for tanks which are exported to the USSR. The plates are of two sizes: one 4.60 m. long and 8 cm. thick; the other 8.30 m. long and 12 cm. thick.

(c) The Florian foundry in Swietochlowice produces iron blocks, rails and steel sheets 5 cm. thick. At least half of its production is exported to the USSR.

(e) The Ferrum foundry in Bogucice near Katowice produces armament parts. It sends a considerable amount of its products to the USSR.

(f) The Zygmunt foundry in Targiewniki Slaskie exports all its production to the USSR. This foundry produces parts for submarines and tanks.

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(g) The Karel foundry in Walbrzych makes tank turrets, all of which are exported to the USSR.

(h) The Falva foundry in Swietochlowice produces pipes, ships' propeller screws, aluminum sheets, wheels and axles for railway cars. A large part of this production is sent to the USSR. At the end of 1950, a commission composed of four Soviet engineers spent some time in the Falva foundry, controlling the production and urging punctual execution of Soviet orders.

(i) The Pokof foundry in Bytom produces rails. Half of this production is sent to the USSR, 20 per cent. of it to Rumania, and the rest is kept by Poland. The foundry also produces wheels and axles for railway cars--half of this production is sent to the USSR-- and thick steel plates and thin sheets, most of which is sent to the USSR.

(j) The Wagno factory in Zielona Gora, which produces railway cars, exports most of its output to Russia. Before the cars are sent, they are marked with Russian inscriptions and numbers.

(k) The Pafawag factory in Wroclaw which produces passenger railway cars, trucks for carrying goods, and mail vans, sends most of its production to the USSR; some of it, however, is also sent to Rumania, Bulgaria and Hungary. In 1950 this factory received a special Soviet order for hospital ambulances.

(l) Stalin Works (Former Cegielski's factory) in Posen is sending to the USSR some of the locomotives and a greater number of the railway cars it produces. In 1950 one of the factory's directors, a man called Luteslawski, was dismissed for having been late with a delivery to the USSR.

(m) The Kosciuszko foundry in Chorzow sends the greater part of the rails and railway-car axles which it produces to the Soviet Union.

(n) The shipbuilding yards at Gdansk are also working on USSR orders. During this year two new ships for the USSR, about 5,000 tons each, were completed there. In April, 1951 a new Soviet order for four boats was received. Also this year, the German ship 'Valle,' about 10,000 tons, was lifted from the bottom of the sea, reconstructed at these shipyards, and handed over to the USSR.

(o) Many other industrial establishments, especially textile factories, are producing for the USSR. As an example, the chemical dyes' factory Beruta in Brzeg/Odra, exports most of its production to the USSR. The textile works in Klock, producing flax materials and sails, sends nearly all its output to the USSR."

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